



## IN HAMPTON ROADS.

ENGAGEMENT BETWEEN THE VIRGINIA (MERRIMAC) AND MONITOR.

### A DETAILED ACCOUNT.

By Captain Catesby Ap R. Jones, of the Confederate States Navy, Who Was a Participant in This Great Naval Affair.

The following account by Captain Catesby Ap R. Jones, of the engagement between the Virginia (Merrimac) and the Monitor is reprinted from the Southern Historical Papers. Its reproduction is timely, in view of the revival of the discussion of that fight:

When, on April 23, 1862, the Virginians took possession of the abandoned navy-yard at Norfolk, they found that the Merrimac had been burned and sunk. She was raised, and on June 23d following the Hon. S. R. Mallory, Confederate Secretary of the Navy, ordered that she should be converted into an ironclad, on the plan proposed by Lieutenant John M. Brooke, Confederate States Navy. The hull was 255 feet long, about 109 feet of the central portion was covered by a roof of wood and iron, inclining about 25 degrees. The wood was 2 feet thick; it consisted of oak plank 4 inches by 12 inches, laid up down next the iron, and two courses of pine-one longitudinal of 8 inches thickness, the other 12 inches thick.

The intervening space on top was closed by permanent gratings of 2-inch square iron 21-2 inches apart, leaving openings for four hatches, one near each end, and one forward and one abaft the smoke-stack. The roof did not project beyond the hull. There was no keel, as in the case of the Atlanta, the Tennessee, and other ironclads of later and improved construction. The ends of the shield were rounded.

The armor was four inches thick. It was fastened to its wooden backing by one and three-eighths-inch bolts, countersunk, and secured by iron nuts and washers. The plates were eight inches wide. Those first made were one inch thick, which was as thick as we could then punch cold iron. We succeeded soon in punching two inches, and the remaining plates, more than two-thirds, were two inches thick. They were rolled and punched at the Tredegar Works, Richmond. The outside course was up and down, the next longitudinal. Joints were broken where there were more than two courses.

The hull, extending two feet below the roof, was plated with one-inch iron; it was intended that it should have had three inches.

The prow was of cast-iron, wedge shaped, and weighed 1,500 pounds. It was about two feet under water, and projected two feet from the stem; it was not well fastened. The rudder and propeller were unprotected.

The battery consisted of ten guns, four single-banded Brooke rifles, and six 3-inch Dahlgren shell guns. Two of the rifles, how and stern pivots, were 7-inch, of 14,500 pounds; the other two were 6.4-inch (thirty-two pound caliber), of 8,500 pounds. The 3-inch gun on each side, nearest the funnels, was fitted for firing hot shot. A few 9-inch shot, with extra windage, were cast for hot shot. No other solid shot was on board during the fight.

The engines were the same the vessel had while in the United States navy. They were radically defective, and had been condemned by the United States Government. Some changes had been made, notwithstanding which the engines were reported that they were unreliable. They performed very well during the fight, but afterward failed several times, once while under fire.

There were many vexatious delays attending the fitting and equipment of the vessel. The most of them arose from the want of skilled labor and lack of proper tools and appliances. Transporting the iron from Richmond, also, caused much delay; the railroads were taxed to supply the army.

The crew, 220 in number, were obtained with great difficulty. With few exceptions they were volunteers from the army; most of them were landmen. Their deficiencies were as much as possible overcome by the aid of an intelligence officer. In the light one of the 3-inch guns was named by a detachment of the Norfolk United Artillery.

The vessel was, by the Confederates, called the Fighting Ship. She was put in commission during the last week of February, but continued crowded with mechanics until the eve of the fight. She was badly ventilated, very uncomfortable, and very unhealthy. There was an average of fifty or sixty in the hospital, in addition to the sick-list on board.

The flag-officer, Franklin Buchanan, was detained in Richmond in charge of an important bureau, from which he was only relieved a few days before the fight. There was no captain; the ship was commissioned and equipped by the executive and ordnance officer, who had reported for duty in November. He was only relieved a few days before the fight. There was no captain; the ship was commissioned and equipped by the executive and ordnance officer, who had reported for duty in November. He was only relieved a few days before the fight.

A trial was determined upon, although the vessel was in an incomplete condition. The lower part of the shield forward was only immersed a few inches, instead of two feet, as was intended; and there was but one inch of iron on the hull. The port shutters, etc., were unfinished.

The Virginia was unworthy, her engines were unreliable, and her draught-over twenty-two feet-prevented her from going to Washington. Her field of operation was, therefore, restricted to the bay and its immediate vicinity. There was no regular concerted movement with the army.

The frigates Congress and Cumberland were forced to seek an anchorage. The Congress was riddled and on fire. A transport steamer was blown up. A schooner was sunk and another captured. We had to leave without firing a shot.

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temporarily invited an attack. It was fixed for Thursday night, March 6, 1862, the pilots of whom there were five-having been previously consulted. The sides were slanted, suggesting that it would increase the tendency of the projectiles to glance. All preparations were made, including lights at obstructions.

After dark the pilots declared that they could not pilot the ship during the night. They had a high sense of their responsibility. In justice to them, it should be stated that it was not easy to pilot a vessel of our great draught under favorable circumstances, and that the difficulties were much increased by the absence of lights, buoy, etc., to which they had been accustomed.

The attack was postponed to Saturday, March 8th. The weather was favorable. We left the navy-yard at 11 A. M., steamed down the river past our batteries, through the obstructions, across Hampton Roads, to the mouth of the James river, where, off Newport News, lay at anchor the frigates Cumberland and Congress, protected by strong batteries and gunboats. The action commenced about 3 P. M. by the firing of a gun from the Cumberland, less than a mile distant. A powerful fire was immediately concentrated upon us from all the batteries afloat and ashore. The frigates Minnesota, Roanoke, and St. Lawrence, with other vessels, were coming from Old Point. We fired at the Congress on passing, but continued to head directly for the Cumberland, which vessel we had determined to run into, and in less than fifteen minutes from the firing of the first shot, she was on fire, and toward the starboard fore-chimney. There were heavy sparks about her bows, probably to ward off torpedoes, through which we had to break before reaching the side of the ship. The noise of the crashing timbers was distinctly heard above the din of battle. There was no sign of the hole above water. It must have been large, and the ship soon commenced to career. The shock to us on striking was slight. We immediately backed the engines. The blow was not repeated. We bore, however, the blow, and the stem slightly twisted. The Cumberland (D) fought her guns gallantly as long as they were above water. She went down bravely, with her colors flying. One of her shells struck the sill of the bow port, and exploded; the fragments killed two men, and the remaining fragments, which were heard by James River the Patrick Henry, Commander John R. Tucker, Jamestown, Lieutenant Commander J. N. Barney, and the gunboat Tanager, Lieutenant Commander W. A. Webb, under command of Captain John R. Tucker, stood down the river, joining us about 4 o'clock. All these vessels were gallantly fought and handled, and rendered valuable and effective service.

The prisoners from the Congress stated that when on board that ship it was seen that we were standing up the river three cheers were given, under the impression that we had won the fight. They were soon undeceived. When they saw us heading down-stream, fearing the fate of the Cumberland, they slipped their cables, made sail, and ran ashore bows on. We took a position off her quarter, and fired two cables' length distant, and opened a deliberate fire. Very few of her guns bore on us, and they were soon disabled. The other batteries continued to play on us, as did the Minnesota, then around about one and one-half miles off. The St. Lawrence also opened on us shortly after. There was great havoc on board the Congress. She was several times on fire. Her gallant commander, Lieutenant Joseph B. Smith (C) was struck in the breast by the fragment of a shell and instantly killed. The carnage was fearful. Nothing remained but to strike their colors, which they did, and to surrender as prisoners. The officers urgently asked permission to assist their wounded out of the ship. It was granted. They did not return. A sharp fire of musketry was reported that they were unreliable. They performed very well during the fight, but afterward failed several times, once while under fire.

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there were only thirteen days that she was not in dock or in the hands of the navy-yard. Yet she succeeded in impressing the enemy that she was ready for active service. It was evident that the enemy very much overrated (2) our power and efficiency. The South also had the same exaggerated idea of the vessel.

On the 8th of May a squadron, including the Monitor, bombarded our batteries at Sewell's Point. We immediately left the yard for the roads. As we drew near, the Monitor and her consorts ceased bombarding and returned to the river.

(1) French and English men-of-war present. The latter cheered our gunboat as she passed with the prizes.

(2) Some of the northern papers estimated her to be equivalent to an army corps treated under the guns of the forts, keeping beyond the range of our guns.

Men-of-war from below the forts and vessels expressly fitted for running us down, joined the other vessels between the forts. It looked as if the fleet was about to make a fierce onslaught on us. But we were again to be disappointed. The Monitor and other vessels did not venture to move, although we advanced until the projectiles from the Riprap fell more than half a mile beyond us. Our object, however, was accomplished; we had put an end to the bombardment, and we returned to our anchorage on the 10th of May.

Norfolk was evacuated on the 10th of May. In order that the ship might be carried up the James river we commenced to lighten her, but ceased on the pilots saying they could not take her up. Her shield was taken out of water; we were not in fighting condition. We therefore ran her ashore in the light of Craney Island, landed the crew, and set the vessel on fire. The magazine exploded about 4:30 on the morning of the 13th of May. The crew arrived at Drewry's Bluff the next day, and assisted in defeating the Monitor, Galena, and other vessels on the 15th of May.

Commodore Tatnall was tried by court-martial for destroying the Virginia, and was "honorably acquitted" of all the charges. The court stated the facts, and their motives for acquitting him. Some of them are as follows: "That after the evacuation of Norfolk, Westover, on James river, became the most suitable position for her to occupy. . . . That when lightened she was made vulnerable to the attacks of the enemy. . . . The only alternative, in the opinion of the court, was to abandon and burn the ship then and there, which the judgment of the court, was deliberately and wisely done."

THE WHITE SULPHUR. THE CHARM OF THE EARLY PART OF THE SEASON.

MANY IMPROVEMENTS GOING ON. Preparations for Celebrating the Fourth of July--Some of the Guests--The Representation of Richmond--Notes.

(Correspondence of the Dispatch.) WHITE SULPHUR SPRINGS, W. VA., July 1.--Each season the White Sulphur visitors seem to find the early days of the season more attractive.

The quiet, restful hours for students and professional men, for tired mothers, and invalids, seem to attract more people each year at this time, when Nature is most beneficent in her restoring agencies, and the mind, body, and spirit are invigorated by the repose, beauty, order, and comfort of this lovely spot. A few years ago there was such a small number of visitors during the June days that the hotel was scarcely considered to be open until the Fourth of July, and the quiet weeks were lost to those who came only with the gaiety and helped to make it.

The White Sulphur never looked so beautiful and attractive as at this time. The lawn and buildings are in perfect condition, and the good taste and value of the many improvements are admitted and remarked upon by every visitor.

This is the third season of Mr. Scoville's jurisdiction, and everything about the hotel and grounds betokens that care and attention to details which has characterized his able term of management. Neatness and order prevail; the same efficient service, the same excellent fare, with the addition of changes in the dining-room, lobby, reception-rooms, cottages, and suites, which are an endless number of charming surprises at every turn.

The magnificent elevator, the electric bells, and all other modern conveniences, for which the White Sulphur has been famous, are here and have come to stay.

MARKED IMPROVEMENTS. The improvements are marked; a Hyer corps of messengers is always in readiness at the office, in a uniform of hunters' green, with white trimmings; a full number of efficient maids await your bidding, in their dress of green, with white aprons and caps. A pleasant air of cheerful expectancy pervades the atmosphere during these first weeks of the season, giving zest to every hour, but particular interest to those for the arrival of the train.

The dusty traveller has to "run the gauntlet," as the mammoth bus, with its four spanking grays draw up before the office, and eager eyes try to pierce through the close veil of gauze or dust, as the bus moves on.

A feeling of indignation fills the mind of the newcomer, to be replaced next evening by that of eager curiosity as she becomes first in the line of stargazers, and so it goes.

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Howard Drexel's fine band of fifteen pieces will arrive in time to enliven the Fourth, and the young people are counting the hours ere they may have the pleasure of the first dance. The program will make the interior of the building considerably cooler.

The star of the bill this week is John T. Tierney, one of those bright and comical Irish comedians who has the happy faculty of not leaving the stage with out making his audience remember with happy thoughts his twenty minutes' talk. Dolly Laferia comes with a batch of the latest songs from Paris, and will sing them in her own wonderful style. Generally, the songs are of the Irish, and the songs are of the Irish, and the songs are of the Irish.

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Store Closes July 4th at 4 P. M. Store Closes Saturday Nights at 7 P. M.

THALHIMER BROTHERS' ONE-PRICE HOUSE.

Down, Down Drop the Prices!

But the qualities remain firm. When we let the prices drop we do not let the qualities drop, too--No.

When you see an item in our "ad." you can take our word for it "That it's so," just as represented.

To-morrow, July 4th, special sales will be conducted. Great saving to those who take advantage.

SUITS AND SKIRTS. Cotton Covert Suits, with blazer Jacket, marked from \$4 to \$2.48. Silk-Lined Suits, blouse and tailor-made, in chevrons and cloths, at \$19 to \$25. All \$19 Suits being closed out at \$5. A few of these Duck Suits left at \$50c. that were \$1.50. All Crash and Linen Suits, tucked and braided, reduced to \$3.48, from \$5.50 and \$6.50. Plaque Suits, blazer jacket, circular skirts, trimmed with straps of navy, lined with buttons, were \$5.50, now \$4.50. All \$7.50 and \$10 Silk and Satin Suits, now \$5.50. Cotton Covert Skirts, from \$1.15 to \$1.75. Linen and Crash Skirts, from \$1 to \$1.50. White P. K. Skirts from 75c. up. White Duck Skirts from 50c. to \$1.50. Figured Black Mohair Skirts reduced from \$1.50 to \$1.25.

WASH GOODS. Pretty Sheer Figured Lawns at \$1-25, yard. Fine Figured Organdies, in pretty patterns, at 5c. yard. 10c. Pretty Gingham at 6-1-4c. yard. Black and White Figured Calico, the 10c. kind, for 3-1-2c. 10c. Pretty Percales, in a large assortment of styles, for 6-1-4c. yard. 35c. Linen for Waists and Skirts, silk mixed, at 10-2-3c. yard. 12-1-4c. Homespun Ducks and Crash, for Skirts and Suits, at 5-1-4c. yard.

COTTONS. 12-1-4c. Bleached Sheetings, 15c. yard. 4-4 Pillow-Case Cotton, 8-1-4c. yard. Extra-Heavy Brown Jeans, 6-1-4c. yard. 10c. quality 4-4 Cambric for 6-1-4c. 4-4 Pillow-Case Cotton, 8-1-4c. yard. Extra-Heavy Brown Jeans, 6-1-4c. yard. Hemstitched Sheets at 60c.

BASEMENT NEWS. 11 Fancy Cloth Hangers for 50c. Large 10c. Sugar Boxes for 10c. 50c. Single-Burner Oil-Stoves for 35c. 10c. Painted Electric-Hoop Cedar Bureaus for 10c. 7c. Single-Burner Gas-Stoves for 25c. 12-1-4c. Double-Burner Gas-Stoves for 40c. Best Mohair Gas-Tubing, any length, at 3c. foot. Best Scrubbing Brushes, 1c. Large Silvering Wafers for 5c. 20c. "Butter" Stove-brushes for 10c. Best 5-String Brooms for 10c. Best 4-String Brooms for 10c. Best 3-String Brooms for 10c. Best 2-String Brooms for 10c. Best 1-String Brooms for 10c. SPECIAL PRICES ON CROQUET, HAMMOCKS, AND ICE-CREAM FREEZERS.

THE DISPATCH JOB PRINTING OFFICE (DISPATCH BUILDING.) DOES ALL KINDS OF PRINTING, PRICES MODERATE, PROMPT DELIVERY, SATISFACTION GUARANTEED.

SEND OR CALL FOR ESTIMATES BEFORE GOING ELSEWHERE. New Phone 1258. Old Phone 155.

A Few Things You Ought to Know.

That we have a most complete line of V-Crimp and Corrugated Roofing and Extras. That our stock of FINE MECHANICAL TOOLS is the most complete in town. That the FAIRFIELD LAWN SPRING is the BEST made. That now is the time to buy your Fly Screens, and we can furnish them. To know these things and to profit by the knowledge is wisdom. Come to see us. We will do you good.

BALDWIN & BROWN, Headquarters V-Crimp and Corrugated Roofing, Hardware, Styron Fence Poultry Netting, &c. je 36-Su, Tu & W

The Latest War News LOCAL NEWS WILL BE FOUND IN THE MONDAY BULLETIN. OFFICE, 1115 EAST MAIN STREET.

Strong, steady nerves

Are needed for success

Everywhere. Nerves

Depend simply, solely,

Upon the blood.

Pure, rich, nourishing

Blood feeds the nerves

And makes them strong.

The great nerve tonic is

Hood's Sarsaparilla,

Because it makes

The blood rich and

Pure, giving it power

To feed the nerves.

Hood's Sarsaparilla

Cures nervousness,